

U M O D P C

SEAPORT OPERATIONS

UMODE01

References

FM 4.01-011, *Unit Movement Operations*

FM 100-17, *Mobilization, Deployment,
Redeployment and Demobilization*

FORSCOM/ARNG 55-1, *Unit Movement Planning*

US Transportation Command

- USTRANSCOM (USTRANSCOM) provides sea transportation assets through transportation component commands
SDDC & MSC



Military Sealift Command (MSC)

- MSC provides common user sealift transportation services through MSC fleet & commercially contracted carriers.
- Under USTRANSCOM / DOD directive, MSC assumes operational control of:

Navy Reduced Operational Fleet

Maritime Ready Reserve Force

National Defense Reserve

Fleet



Vessel Types

- RO/RO Vessels



Best suited for loading
& off-loading of rolling
stock

Preferred for initial
movement of pre-
positioned & surge
cargo

Spacious interiors
allow easy

maneuvering
Fast turn around
time

Vessel Types (Cont)

- Fast Sealift Ships



Fastest cargo
carrying vessel

Over 900 ft long

Heavy lift
capability

Self-sustaining

Vessel Types (Cont)

- Container Ships



Greatest
cargo
capacity
Not optimal
for moving
all military
cargo

Vessel Types (Cont)

- Breakbulk Vessels



Able to handle most military cargo on open decks or in multiple cargo holds
Labor intensive to load & unload

Vessel Types (Cont)

TSV-1X Spearhead



TSV-1X Spearhead

USAV TSV-1X Spearhead is part of the Advanced Concept Technology Demonstrator (ACTD) program by the Office of the Secretary of Defense and the US Army. She will be used to demonstrate and evaluate her ability to perform during certain mission scenarios, assess its usefulness to the US military and refine the requirements for the next generation of army watercraft.

The TSV is critical to the Army's ability to perform its title 10, intra-theater mission. USAV TSV-1X Spearhead will be utilised on missions to maximize its speed and flexibility and is needed for both sustainment deliveries and the movement of Army prepositioned

Military Surface Deployment and Distribution Command (SDDC)

- DOD single traffic manager for military cargo surface movements
- Responsible for all CONUS surface movements and common-user SPOE's for unit movements



SDDC (Cont)

- SDDC's SPOE related duties & responsibilities
 - Selecting the SPOE & coordinating vessel nominations with MSC
 - Developing vessel stow plans and supervising vessel loading
 - Preparing & issuing port call messages
 - Informing units' supporting commands & installations of all port calls issued



SDDC (Cont)

- Duties & responsibilities (Cont)
 - Directing PSA functions & activities
 - Receiving & staging unit equipment (PSA-specific task)

Establishing & directing port communications, safety policies & physical security procedures

Regulating port traffic



Transportation Terminal Brigade (TTB)

- TTBs are reserve units that provide SDDC with capability to expand number of ports available
- Responsible for monitoring DOD commercial contract cargo movements including unit equipment, re-supply, & retrograde shipments
- Uses existing port facility infrastructure and contract stevedores

Transportation Terminal Brigade (Cont)

- Key TSB capabilities and responsibilities:

Operate 2 - 5 port berths

Receive, load, discharge & transship unit
cargo

Prepare and update vessel stow plan

Enter equipment & cargo receipt data into
automated systems

Perform liaison with deploying units

Port Support Activity (PSA)

- The PSA is a temporary military organization that assists the Port Commander
 - Within CONUS, designated installations provide PSAs
 - In overseas areas Area Support Groups (ASG) normally provide PSA support
 - Deploying units do not normally man or operate PSAs

Port Support Activity (Cont)

- PSA is tailored & unique to each port
Operates in direct support of the port commander
Primary mission is ensuring deploying unit equipment is prepared for vessel loading, and operating unique equipment in port area
PSA operates almost exclusively in the port staging area

PSA Organization

- PSA Organization based on type of equipment processing through port.

Normally includes:

Qualified personnel to handle the physical security of classified equipment & cargo

Personnel with unique equipment operator skills

Maintenance personnel to correct deploying equipment deficiencies

PSA Functions

- Typical PSA functions in support of deploying units normally include:
 - Receiving, inspecting & documenting deploying equipment
 - Staging unit equipment in staging area
 - Correcting improperly secured loads and equipment configuration deficiencies
 - Operating equipment / vehicles

PSA Functions (Cont)

- PSA functions (Cont)

Providing backup organizational & limited DS maintenance capability

Providing physical security for staged military cargo

Moving deploying unit equipment according to the port traffic plan

PSA Functions (Cont)

- PSA functions (Cont)

As required, providing recovery and maintenance vehicles, administrative vehicles, ambulances & cleaning equipment

Assisting with aircraft support operations

Port Security Detachment (PSD)

- The PSD is a reserve component unit under the command authority of SDDC when mobilized
- The PSD administers the port commander's physical security plan & coordinates with the USCG for an integrated port physical security plan

Port Security Detachment Functions

- PSD functions include:

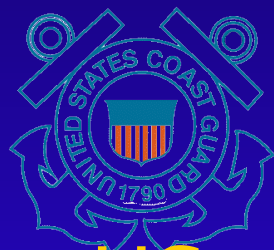
Augmenting existing port security force or controlling traffic to include port points of entry.

Providing escort & security for high priority shipments

Coordinating in-transit sensitive and classified physical security requirements

Establishing liaison with area police

Waterside Security -- USCG



- The US Coast Guard is responsible for all waterside physical security



Waterside Security

-- USCG (Cont)

- Other USCG duties include:

Regulating the shipping, handling & pier side storage of hazardous cargo

Interfacing with HN & military authorities on storage & handling of hazards

Issuing hazardous cargo permits



SUMMARY

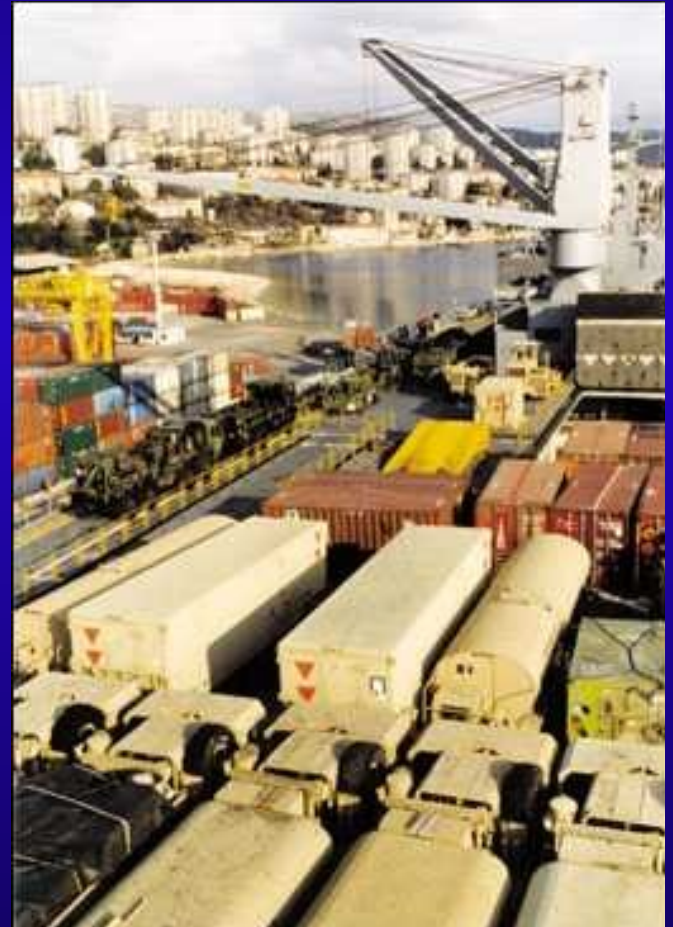


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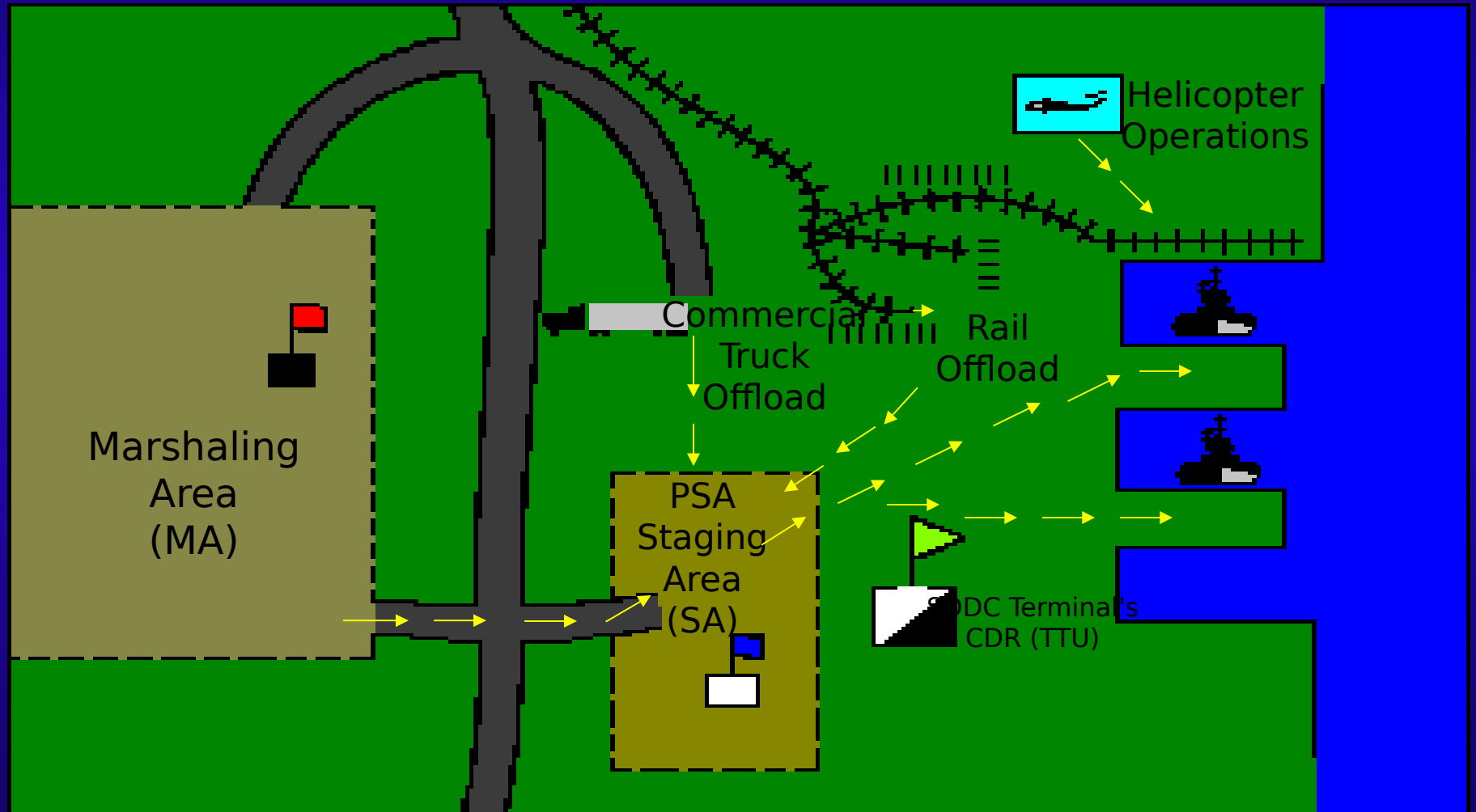
Seaport of Embarkation (SPOE) Functional Areas

Seaport of Embarkation (SPOE)

- The loading & discharging of vessels is dedicated to rapid, efficient & controlled movement of cargo between ship & shore.



Notional SPOE



SPOE Marshaling Area

- Unit's final preparation location prior to entering POE port staging area

Ideally located near port staging area & vicinity of truck/rail discharge sites

Units inspect, reconfigure and prepare their equipment for movement to the staging area

In CONUS, supporting installations provide logistics support to units in marshaling area

Marshaling Area Layout

- There is no set organization or physical layout for an SPOE marshaling area
- Marshaling areas organized to prepare units for entry into port staging area



Marshaling Area Layout (Cont)

- The marshaling area design should:
 - Have a reception & assembly area
 - Reduce container & cargo-handling requirements
 - Permit a logical flow of vehicles, containers & cargo through to the terminal

Notional Marshaling Area

MARSHALING AREA OPERATIONS

INPROCESSING AREA

- SAFETY/SECURITY OF EQUIPMENT BRIEFING
- MESSING/BILLETING
- POL
- MAINTENANCE
- MEDICAL SUPPORT
- TRANSPORTATION

MUSTER AREA

- REDUCE VEHICLES TO SPECIFIED SHIPPING CONFIGURATION
- VEHICLE INSPECTION
- FUEL LEVEL
- SECONDARY LOAD
- LASHING SECURITY
- MAINTENANCE
- DOCUMENTAION UPDATE
- VEHICLE KEY CONTROL
- SECURITY MEASURES

CONVOYS

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

WEIGH STATION
SCANNING AREA
HOLD AREA

INPROCESSING

FRUSTRATED/
HAZARDOUS
AREA

UNIT MUSTER AREA

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

TO PORT AREA

(CALL FORWARD AREA/PORT STAGING AREA)

FRUSTRATED/HAZARDOUS/ SENSITIVE CARGO AREA

- FRUSTRATED CARGO
- HAZARDOUS CARGO
- SENSITIVE CARGO

FRUSTRATED CARGO

- NO LOGMARS LABEL
- WRONG LABEL
- UNREADABLE LABEL
- ANYTHING PREVENTING DEPLOYMENT

HAZARDOUS CARGO

- CERTIFICATION
- PROPER STORAGE
- PROPER PLACARDS

SENSITIVE CARGO

- IDENTIFICATION
- PROPER DOCUMENTATION
- PROPER SECURTIY STORAGE

Marshaling Yards

- SPOE's marshaling areas may have designated marshaling yards
- In marshaling yards, cargo is subdivided into a number of categories, most commonly:

(Breakbulk)

Containerized

Roll-on/roll-off

Special (oversize, heavy lift, hazardous & security) cargo



Marshaling Area Functions

- In general, marshaling areas should provide for the following functions and facilities:

A central control & inspection point with multiple lanes for vehicles & containers entering or leaving the marshaling yard

Security area for Breakbulk, containerized sensitive, classified & high-dollar-value cargo

Marshaling Area Functions (Cont)

- Marshaling area functions and facilities (Cont):
 - Sheltered facilities for inventory control, documentation & movement control elements
 - Covered facilities for stowing containers & cargo
 - Traffic circulation plan for movement in, through and out of the area

Marshaling Area Functions (Cont)

- Marshaling area functions and facilities
(Cont):
 - Minor repair areas for containers & equipment
 - Cleaning area for containers & vehicles
 - Maintenance area for unit equipment
 - Equipment and vehicle parking/staging
 - Messing and comfort facilities

Port Staging Area

- As the vessel readies for loading, equipment is sent from the marshaling area to the staging area based on a call forward plan



Port Staging Area (Cont)

SDDC terminal commander assumes custody of cargo in the staging area

PSA performs its functions

Equipment is loaded onto the vessel



SUMMARY



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Unit Responsibilities for SPOE Operations

Unit Responsibilities

-- Home Station

- Unit Preparation for sealift begins at home station
- Equipment & documentation preparation completed (to extent possible) prior to departing for SPOE
 - Vehicles moving by convoy & rail to SPOE must be reconfigured for sealift
- Proper HS preparation reduces port processing problems

Unit Responsibilities -- Deployment Equipment List

- Unit DEL must be accurate

Date: 18JAN95			(*EXCERPTS FROM*)														
TIME: 08:00			AUEL REPORT - UNIT EQUIPMENT LIST														
UIC: WWWWWW			TYPEDATA: MD			UNIT NAME: XTH TRANS CO			STATION: FTEUSTIS			STATE: VA					
SHIPMT UNIT NUMBER	E C H	IND	SHIPMENT UNIT DESCRIPTION	MODEL	B#	DIMENSIONS (INCHES)			ITEM	PLANNED	ACTUAL	M					
						LGTH	WDTH	HGTH	CUFT	WT LBS	WT LBS	WEIGHT	TP	COMM	P	CGO	
D0017		840009	01 TRUCK CARGO 2 1/2 T	M35A2	A17	265	106	113	1837	18180	13180	18180	VO	86729	U	R1DB	
D0018		840009	01 TRUCK CARGO 2 1/2 T	M35A2	A18	265	106	113	1837	18180	13180	18180	VO	86729	U	R1DB	
D0026		159278	01 TRK CARGO 10T 8X8	M977	A26	401	140	112	3639	58800	47160	58800	VO	88214	U	R1DC	
A			AMMO .60CAL 8 BELOW	PCS-	2								PC	68014			
D0033		191656	01 TRUCK TRACTOR 6X6	M916	A33	299	123	144	3065	27320	27320	27320	VO	88229	U	R1DC	
D0034		161103	01 TRUCK TRACTOR 6X4	M915	A34	269	123	131	2509	18621	18621	18621	VO	88229	U	R1DB	
D0043		852810	01 TRK LIFT FRK RT 2T	4000LB	A43	208	80	90	867	9180	9180	9180	VO	89129	U	A2DA	
D0044		852810	01 TRK LIFT FRK RT 2T	4000LB	A43	208	80	90	867	9180	9180	9180	VO	89129	U	A2DA	
D0045		852810	01 TRK LIFT FRK RT 2T	4000LB	A43	208	80	90	867	9180	9180	9180	VO	89129	U	A2DA	
D0046		W95811	01 TRAILER CARGO 1 1/2 T	M105A2	A17T	166	83	98	782	5670	2670	2670	VE	89229	U	R2DA	
D0057		570159	07 STL R FLATBED 34T	M872A1	A34T	490	96	148	4029	86490	27670	27670	VE	89329	U	R2DJ	
A			TRK LIFT FRK RT 2T	PCS-	3								VO	89129			
F0001		YA0098	09 AMMO .60CAL 8 BELOW	4500 LBS		108	88	93	512	4830	4830	4830	PC	68014	U	M2DA	
F0002		YA0098	07 AMMO .60CAL 8 BELOW	3500 LBS		108	88	73	402	3830	3830	3830	PC	68014	U	M2DA	

Arriving at SPOE with more or less equipment than reflected on DEL can delay deployment!

Unit Responsibilities

-- Hazardous Cargo

- Hazardous cargo must be prepared & labeled IAW CFR 49 *before* it is loaded for movement
- Hazardous material must be identified & properly packaged, marked & annotated on shipping and load documents
- Improperly prepared hazardous cargo can delay shipping & cause mission failure



Unit Responsibilities

-- Unit Liaison Team

- Deploying unit may establish a unit liaison team to facilitate movement through the port
- Team reports prior to unit arrival to establish liaison with port commander representative and PSA
- Team clarifies port processing procedures and directs unit correction of vehicle, cargo, and documentation deficiencies

Unit Responsibilities -- SPOE Checks & Considerations

- Final checks & considerations at the SPOE include:

Is equipment correctly configured for sealift?

Has all unit cargo documentation been completed? (MSLs, packing lists, load cards)

Has all hazardous cargo been properly labeled & stored according to CFR 49 and IMDGC?

Unit Responsibilities -- SPOE

Checks/Considerations

- Final Checks & Considerations
(Cont)

Has coordination with the TTB and PSA
been accomplished?

Has return transportation been arranged
for vehicle drivers and other unit
personnel processing equipment at the
port?

Have supercargoes been identified &
briefed?

Unit Responsibilities -- SPOE

Checks/Considerations

- Final checks & considerations
(Cont.)
 - Are cargo & vehicles staged in marshaling area according to loading sequence?
 - Has the call forward plan to staging area been established?
 - Have all vehicle & cargo deficiencies been corrected?

Units Responsibilities

-- Supercargoes

- Deploying unit may require supercargoes during strategic sealift of unit equipment

Supercargoes are unit soldiers aboard vessel who accompany equipment during transit
Supercargoes are the deploying unit commander's on-board representative

Units Responsibilities

-- Supercargoes

(Cont)

- Supercargo Responsibilities:

Making periodic checks of unit cargo on-board the vessel

Maintaining key control of vehicles

Making necessary repairs within team capabilities

capabilities

Observing & assisting in cargo loading/discharge



Unit Responsibilities

-- Supercargoes

(Cont.)

- Supercargo team size is dependent on:
 - Number of vessel berths available
 - Number and type of vehicles aboard the vessel
- When multiple units deploy equipment aboard a single vessel, FORSCOM or other designated command determines supercargo allocation

Unit Responsibilities

-- Supercargoes

(Cont)

- Supercargo team generally consists of:

OIC or NCOIC

Selected maintenance personnel
Classified/sensitive cargo
escorts



Unit Responsibilities

--Customs

- Personnel & unit equipment departing CONUS via sealift may require a pre-customs clearance inspection
- Pre-customs inspections are normally conducted by military police
- Customs officials may not open classified material without US government approval

Unit Responsibilities

--Customs (Cont)

- DD Form 1253 (Military Customs Inspection Label) or DD Form 1253-1 (Military Customs Inspection Tag) provides documentary proof of pre-inspection
- Once cargo & vehicles have been inspected by Customs, items cannot be added or deleted

SUMMARY



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A wooden-framed chalkboard with a black surface. The text "Let's Review" is written in a large, yellow, sans-serif font. The chalkboard is set against a solid blue background. The frame is made of light brown wood with a visible grain. There are some small, dark marks on the bottom edge of the chalkboard, possibly from erasing.

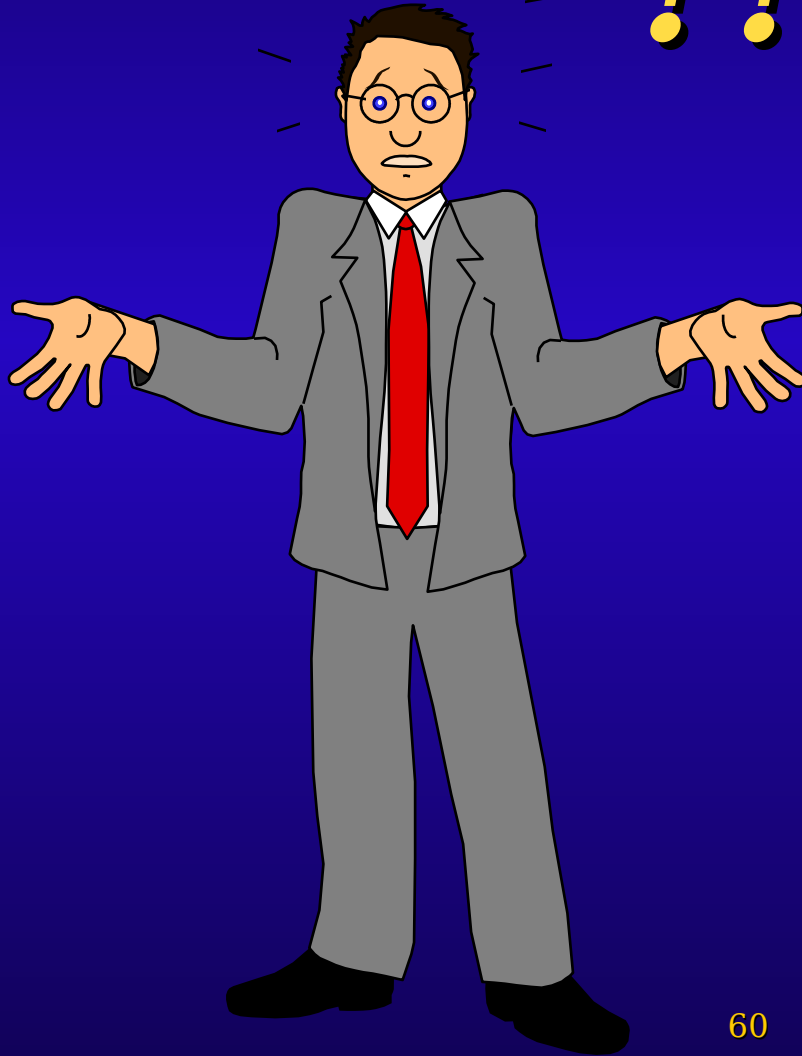
Let's
Review



On
Review

QUESTIONS

???



What's Coming

U M O D P C

Break



10 mins